INV PREUKSCHAT

VERSION WITH MARKINGS TO SHOW CHANGES MADE

Claims

1. Regulated dashpot with shock-absorption force controls, especially intended for motor vehicles, with at least one flow-regulating system including one or more shock-absorption components for the compression phase and/or for the decompression phase, characterized in that at least one valve assembly is supplied with variable flow impedance by a regulating valve (5, 6, 26, or 31).

2. Dashpot as in Claim 1, characterized by at least one fixed bypass valve (7, 19, 20, or 33) with a constricted cross-section hydraulically paralleling the flow-regulating systems.

3. Dashpot as in Claim 1 [or 2], characterized by at least one flow regulating system for the compression phase and at least one for the decompression phase in the form of regulating valves (5 & 6) with a variable flow constriction.

4. Dashpot as in [one or more of Claims 1 through 3], characterized by previously adjusted pressure-dependent valve assemblies (18) with a fixed flow cross-section for the compression and/or decompression phase and with a hard performance curve, hydraulically paralleling the flow-regulating and/or shock absorption systems.

5. Dashpot as in [one or more of Claims 1 through 4], characterized by previously adjusted pressure-dependent valve

assemblies (18) with a fixed flow cross-section for the compression and/or decompression phase and with a soft performance curve, that can be activated and deactivated individually or separately, hydraulically paralleling the flow-regulating and/or shock absorption systems.

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6. Dashpot as in [one or more of Claims 1 through 5], characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in a separate component, preferably in the form of a flow regulating block (41) outside the dashpot and communicating with it by way of hydraulic-fluid lines.

CLAIM 1

7. Dashpot as in [one or more of Claims 1 through 5], characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in or on its piston (3).

CLAIM 1

8. Dashpot as in [one or more of Claims 1 through 5], characterized in that the flow-regulating, flow-constricting, or shock-absorption systems are accommodated in or on its bottom valve (46).

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